

WAREHOUSE DEMOLITION AND POWER LINE RELOCATION SAN JOSE, CALIFORNIA

Initial Study Checklist

November 21, 2003

WAREHOUSE DEMOLITION AND POWER LINE RELOCATION SAN JOSE, CALIFORNIA

Initial Study Checklist

November 21, 2003

225 Bush Street, Suite 1700
San Francisco, California 94104
(415) 896-5900

436 14th Street, Suite 600
Oakland, California 94612
(510) 839-5066

8950 Cal Center Drive Building 3, Suite 300
Sacramento, California 95826
(916) 564-4500

4221 Wilshire Boulevard, Suite 480
Los Angeles, California 90010
(323) 933-6111

2685 Ulmerton Road, Suite 102
Clearwater, Florida 33762
(727) 572-5226

710 Second Avenue, Suite 730
Seattle, Washington 98104
(206) 442-0900

1751 Old Pecos Trail, Suite O
Santa Fe, New Mexico 87505
(505) 992-8860

ESA | Environmental
Science
Associates

ENVIRONMENTAL CHECKLIST FORM

- 1. Project Title:** Warehouse Demolition and Rerouting of a Segment of the FMC to Substation B 115kV Power Line
- 2. Lead agency name and address:** City of San Jose Planning Department
801 N First St, Room 400
San Jose, CA 95110
- 3. Contact person and phone number:** Akoni Daniels
Telephone: (408) 277-4576
- 4. Project location:** The project site is located in the City of San Jose, south of Coleman Avenue, west of the Guadalupe River, east of the intersection of Chestnut Street and Asbury Street, and north of the Union Pacific Railroad tracks.
- 5. Project sponsor's name and address:** Union Pacific Railroad
c/o Rick Gooch, Director - Special Properties
49 Stevenson St., Suite 1050
San Francisco, CA 94105
- 6. General plan designation:** Combined Industrial / Commercial
- 7. Zoning:** Industrial Park
- 8. Description of project:** Demolition of the 210,000 square foot, vacant warehouse and rerouting of a segment (approximately 4,450 feet) of the planned 115 kV power line between Substation B and the FMC Substation.
- 9. Surrounding land uses and setting:** The project vicinity consists primarily of heavy and light industrial land uses.
- 10. Other public agencies whose approval is required:**
 - California Public Utilities Commission

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by lead agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project may have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

For

PROJECT DESCRIPTION

A. PROJECT LOCATION

The project site is located in the City of San Jose, northwest of the downtown area, and south of the San Jose International Airport. The site of the warehouse proposed for demolition is located in the eastern portion of the Union Pacific's property, generally south of Coleman Avenue, and west of the Guadalupe River and Substation B. The proposed modified route of the power line would cover an approximate 40 foot right of way for approximately 4,450 feet, and extend south of Coleman Avenue, west of the Guadalupe River, follow the Union Pacific right of way, and terminate east of the intersection of Chestnut Street and Asbury Street. Almost the entire project site including the properties upon which the warehouse is constructed and the proposed right-of-way for the power line, are owned by Union Pacific. Less than ten percent of the power line right-of-way is owned by another party.

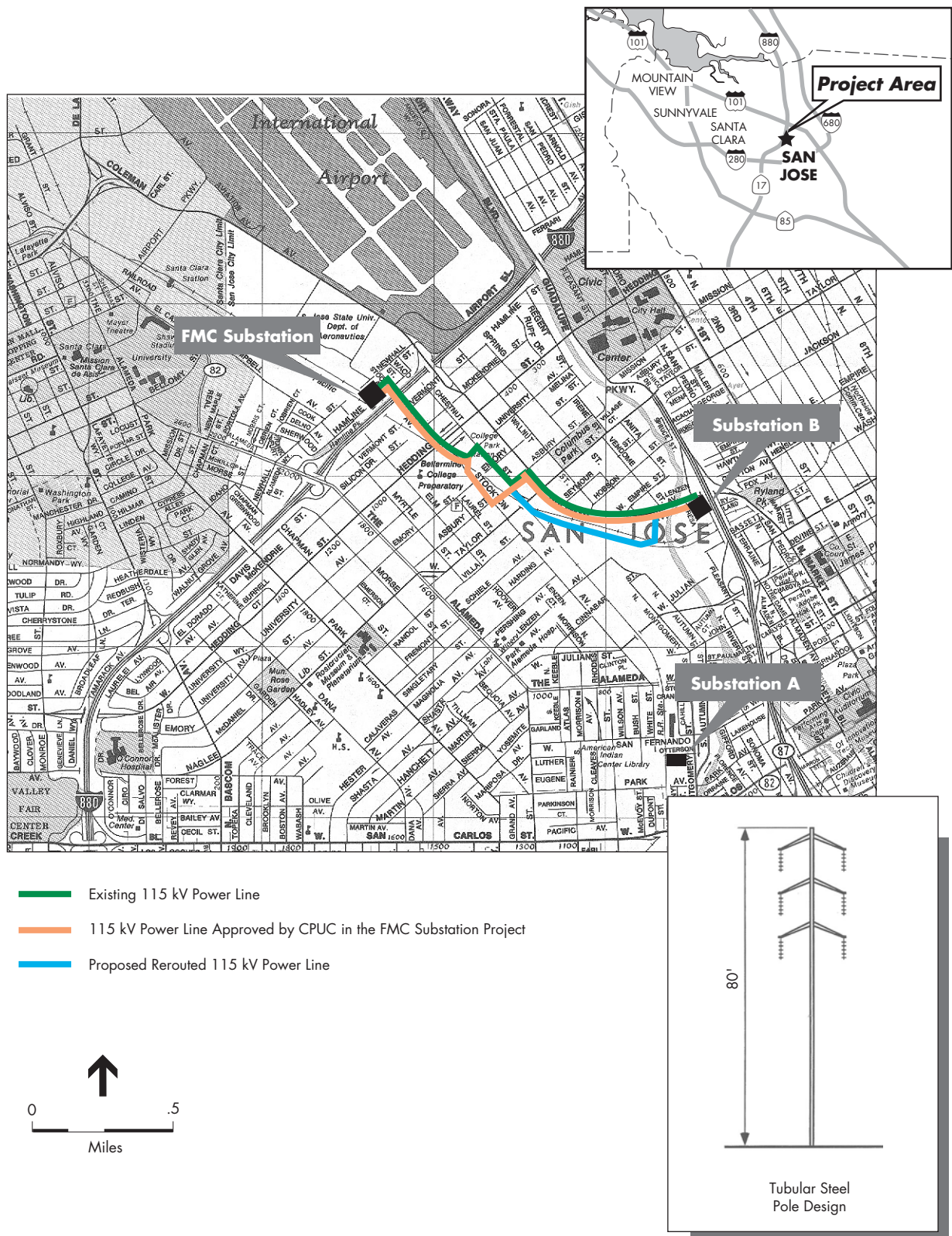
B. PROJECT DESCRIPTION

The Redevelopment Agency of San Jose proposes a project with the objective of preparing these parcels, located south of Coleman Avenue, west of the Guadalupe River, extending to Chestnut Street for redevelopment and to accommodate the possible future widening of Coleman Avenue. The project consists of the demolition of a vacant warehouse on the site and the rerouting of a portion of the existing and the approved 115 kV power line described in the FMC Substation Project¹.

WAREHOUSE DEMOLITION

The proposed project would require demolition of a vacant warehouse generally located in the southeast area of the Union Pacific owned property. The warehouse was constructed around 1956, and used by the railroad industry as a railroad freight transfer station between 1956 and 2002. Since 2002, 6,000 square feet of the warehouse has been leased on a month-to-month basis, while the remainder of the space is vacant. The warehouse is approximately 210,000 square feet in area and is constructed of concrete floor and walls with steel structural beams supporting a wood roof. The ceiling height is approximately 40 feet. The warehouse would be demolished in a traditional method, either with a wrecking ball or use of a large track hoe, and the roof demolition would be conducted by hand or using light equipment. Other support equipment anticipated to be used in the demolition process includes a grinder for concrete, track hoes, dozers, and graders. The warehouse has been inspected and the structure was found to contain asbestos containing building materials and lead based paint. Procedures for asbestos remediation for the warehouse, prior to demolition, are outlined in the NESHAP Operations and Maintenance Assessment Report for Asbestos and Lead prepared by AMI Environment, October, 2003. It is estimated that demolition of the warehouse would occur over a 30 day period and generate about 10,000 cubic yards of waste, most of which can be recycled. A recycling plan for the warehouse demolition would be required as part of the Special Use Permit and would be developed to meet the requirements of the City

¹ Final Initial Study for the Permit to Construct the PG&E FMC Substation San Jose, California, October 30, 1998 A.97-11-024 Draft Mitigated Negative Declaration Pacific Gas And Electric Company's Application No. A.97-11-024 FMC Substation Project



SOURCE: Parsons Engineering Science, Inc.
BKF Engineers

Warehouse Demolition and Power Line Relocation Project / 203415 ■

Figure 1
Project Location

of San Jose Environmental Services Department. Side-dump semi-trailers would be utilized to transport demolition waste from the site. In addition, the contractor would grind the concrete slab onsite and then move the product off-site for resale. Assuming truck capacities ranging from 20 to 40 cubic yards, there would be between 250 and 500 truck trips involved in removing the debris that results from the warehouse demolition. The haul trucks would follow routes along major roadways, and would not drive through adjacent residential neighborhoods.

POWER LINE REROUTING

The FMC Substation project, approved by the California Public Utilities Commission (CPUC) in October 1998, included modifications to the substation (FMC Substation) and construction of a new 115 kV power line circuit connecting the FMC Substation to Substation B in San Jose, California². The modifications to the FMC Substation were intended to upgrade the capacity of the existing facility to allow PG&E to meet increasing demands for electricity in the airport and downtown areas of San Jose. The third and final phase of the FMC Substation project identified a planned route for an additional 115 kV power line circuit between the FMC and Substation B. This second circuit has not yet been constructed (see Figure 1).

The Redevelopment Agency of San Jose proposes to reroute the proposed double circuit 115 kV power line along Coleman Avenue between Substation B and Taylor Street by routing the replacement double circuit 115 kV power line along the back side of the Union Pacific property and removing the single circuit 115 kV power line along Coleman Avenue. The segments proposed to be rerouted are located on the southerly and westerly sides of Coleman Avenue, and along the southerly side of Asbury Street. The project site is generally northwest of downtown San Jose, south of the San Jose International Airport, and south of Coleman Avenue.

The CPUC-approved 115 kV two-circuit power line route extends from Substation B along the south side of Coleman Avenue, crossing the Guadalupe River. The Redevelopment Agency's proposed rerouting of the power line would begin at the point on the west side of the Guadalupe River, where the route for the new power line would leave Coleman Avenue to travel along the east side of the proposed Autumn Street extension above the bank of the Guadalupe River. The power poles along Autumn Street would be located less than 100 feet from the top of bank of the River and within the area subject to the Guadalupe River Park and Gardens Urban Design Guidelines. The proposed power line would then cross Autumn Street and generally follow the north side of the Union Pacific Railroad right-of-way to the intersection of Chestnut Street and West Taylor Street. At this intersection, the two circuits would split, one would follow Chestnut Street for approximately one block to the intersection of Chestnut Street and Asbury Street where it would rejoin the existing FMC circuit as identified in the approved FMC Substation Project. The second circuit would continue south to Stockton Avenue as identified in the CPUC-approved route. The tubular steel pole (TSP) removal for the rerouted segment would be consistent with the CPUC-approved project, which evaluated removal and replacement of the TSPs from Coleman

² Final Initial Study for the Permit to Construct the PG&E FMC Substation San Jose, California, October 30, 1998 A.97-11-024 Draft Mitigated Negative Declaration Pacific Gas And Electric Company's Application No. A.97-11-024 FMC Substation Project

Avenue to Chestnut Street via Asbury Street. With the proposed rerouting along Chestnut, the existing circuit lines and poles along Asbury Street would be removed (see Figure 2).

The proposed project affects only the routing of a segment of those existing and planned 115 kV power lines. The capacity or uses of those power lines would not be affected and the proposed project would be consistent with the CPUC-approved FMC Substation Project.

The construction techniques to implement the proposed power line rerouting would be the same as those identified and analyzed in the approved FMC Substation Project. Construction of the new 115 kV circuit would include the addition of new conductors in portions of the line that would support a double circuit and installation of new power line structures, or tubular steel poles (TSPs). The proposed poles would extend up to 80 feet high with an approximate spacing of between 350 and 600 feet between the poles along the entire length of the project.

The construction period for the TSPs and power line is anticipated to take approximately six months, beginning in February 2004. About ten truck trips would be needed to install each of the approximately 13 tubular steel poles.

There are a number of steps involved in installing the new two-circuit 115 kV power line. They include the following (1) clear the vegetation and bore foundation holes for the TSP; (2) remove excavated material; (3) install reinforcing bar foundation cages in the foundation holes rebar cage; (4) install anchor bolts; (5) pour concrete for foundations; (6) deliver and install poles, structure arms, and insulators with crane; (7) install conductor; (8) clip in conductor; (9) install temporary crossing structures; and (10) string the wire, remove temporary structures and unneeded poles, and then energize the circuit remove temporary crossing structures. These steps are described below in more detail.

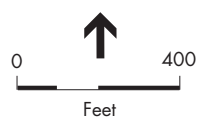
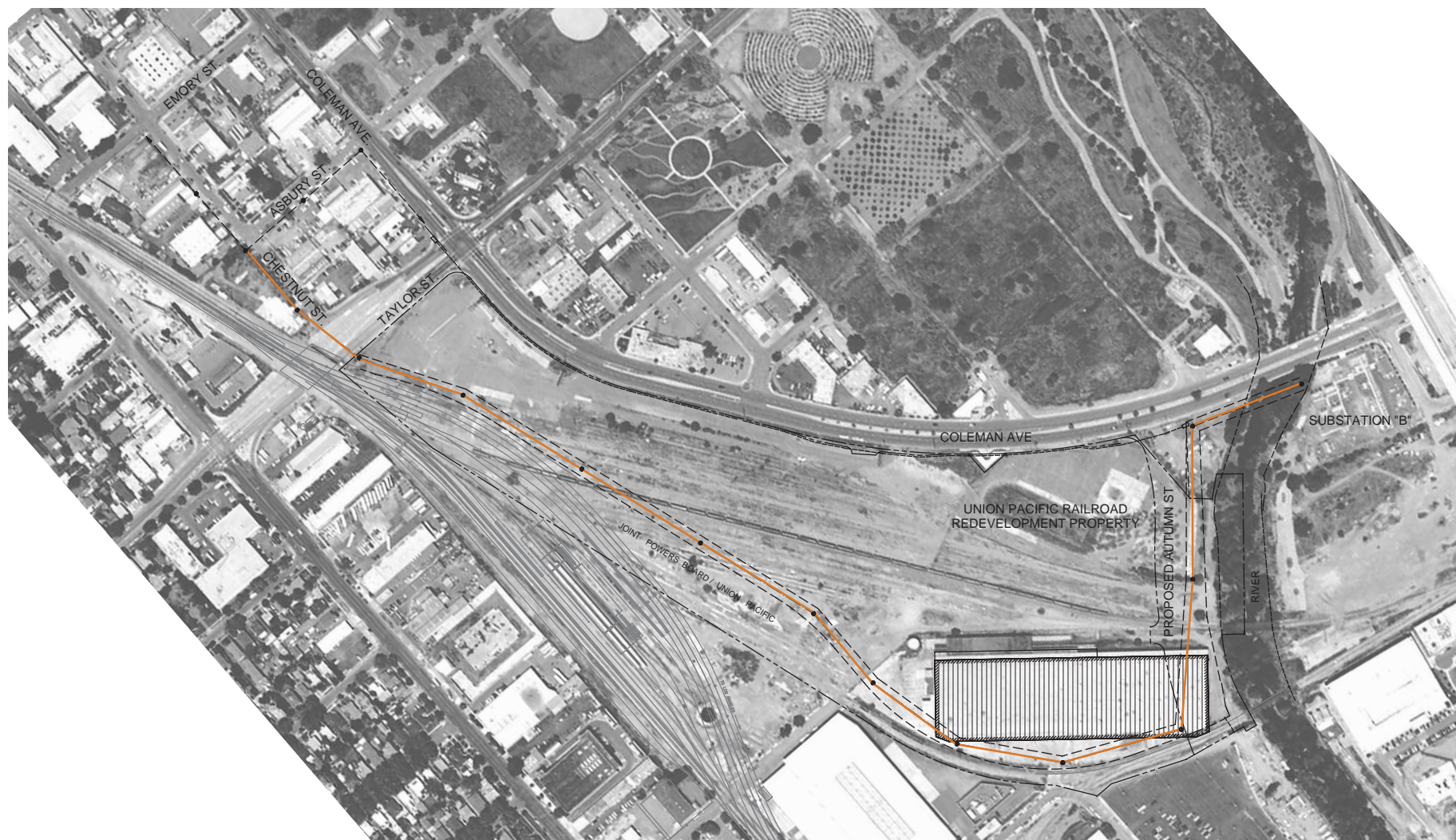
Boring the foundation holes, ranging from 36 to 60 inches in diameter, to depths of 12 to 25 feet would require use of heavy-duty, three-axle construction trucks with drilling rigs. For each hole, it may take a day to set up and dismantle the drilling equipment. Equipment such as front loaders and dump trucks would remove the excavated material from each site.





The preassembled steel reinforcing bar foundation cages would be delivered to each site on low-bed truck trailers. A construction crane would lift each cage from the truck and place it in the foundation hole. Anchor bolts for the pole connection would be attached to each cage.

Concrete mixer trucks would then be used to pour the foundations, using surface forms approximately two feet high, to develop the attachments for the pole base plate.

The TSPs would arrive in two or three sections at each site on low-bed truck trailers. A large crane would be used to raise the TSP sections, and then to raise the structure arms. Insulators and wire-attaching hardware would then be installed on the structure arms.

After all of the poles have been placed, temporary wooden structures would be constructed at road crossings to prevent the conductor wire from touching the ground as the wire is pulled into place. The wire-stringing



-  Warehouse Proposed for Demolition
-  Proposed Power Line Route
-  Proposed Power Line Easement
-  Tubular Steel Pole

SOURCE: BKF

Warehouse Demolition and Power Line Relocation Project / 203415 ■

Figure 2
Location of Project Elements

would require the use of large, specially-equipped, three-axle trucks to feed and pull the wire. After a pulling line has been strung, either by helicopter or manually, and brought up to the correct tension, the aluminum conductor wire would be attached and pulled into place. Linemen at each pole would adjust the sag of the conductor to achieve the design tension and then would clip the wire to the wire-attachment hardware. After the conductors have been installed, all temporary road crossing structures would be removed, as would any poles that were no longer needed, and the new line would be placed in service.

The proposed power line rerouting may cause minimal service interruptions to customers when the new 115 kV power line is energized. However, the 115 kV power line would be fully constructed prior to removal of existing power lines along Coleman Avenue and Asbury Street to the intersection of Asbury and Chestnut Streets. Because the new segment could be built first, fewer construction interruptions in PG&E service would result from the project than from the CPUC-approved FMC Substation Project.

SUBSEQUENT REVIEW AND APPROVAL BY THE CALIFORNIA PUBLIC UTILITIES COMMISSION

The rerouting of a segment of the power line would require the approval of the California Public Utilities Commission (CPUC), which has exclusive jurisdiction over electric generation and transmission, power and distribution line facilities and substations of publicly-owned utilities. The CPUC rules for the review and approval of electric utility projects are contained in General Order No. 131-D, which was adopted by the Commission on June 8, 1994 and modified August 11, 1995.

General Order 131-D provides exemptions from some review procedures, although not from the public notice requirements, and provides a shorter time for issuing a CPUC Permit to Construct for certain projects, including

“power lines or substations to be relocated or constructed which have undergone environmental review pursuant to CEQA as part of a larger project, and for which the final CEQA document (Environmental Impact Report (EIR) or Negative Declaration) finds no significant unavoidable environmental impacts caused by the proposed line or substation”.

CPUC consideration and authorization of rerouting a segment of the power line would, therefore, necessarily occur after the completion of the environmental review of the overall project by the City of San Jose.

ENVIRONMENTAL IMPACTS

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|--|---------------------------------------|--|-------------------------------------|-------------------------------------|----------------------------|
| I. AESTHETICS—Would the project: | | | | | |
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12 |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| e) Increase the amount of shade in public and private open space on adjacent sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |

FINDINGS

Comment to I.a

There are no designated scenic routes (streets or highways) in the project vicinity (City of San Jose, 1994). The Guadalupe River Park is a planned public open space area located north of Coleman Avenue, adjacent to the Guadalupe River. The Guadalupe River, and the planned Guadalupe River Trail, are located east of the proposed power line route corridor, adjacent to the future alignment of Autumn Street. On the east side of the Guadalupe River, south of Coleman Avenue, is Substation B with existing power lines crossing the Guadalupe River and traveling west along Coleman Avenue. The existing 210,000-square-foot onsite warehouse structure occupies the eastern portion of the site, currently visible from the location of the Guadalupe River trail east of the project site. Under project conditions, this 40-foot-tall warehouse would be demolished, opening up views onto the project site along the Guadalupe River corridor. The proposed realigned power line route would also be visible from certain viewpoints at these locations.

The project would primarily result in changes in views along Coleman Avenue. Figure 3 shows existing north and northeast exterior views of the warehouse structure on the project site looking southeast. The warehouse is set back approximately 650 feet from Coleman Avenue. Existing views of the project site from Coleman Avenue consist of the warehouse, some fencing, rail spurs, overgrown vegetation and large expanses of paved and unpaved portions of the site. The project would demolish the existing 210,000-square-foot warehouse currently on the site.



North exterior of warehouse, looking southeast



Northwest exterior of warehouse, looking southeast

The demolition of the warehouse would result in less-than-significant effects related to views and scenic vistas. The demolition of the warehouse would serve to open up views throughout the project site. Under project conditions, the site would appear as a vacant parcel, with open views across the site available from Taylor Street along the site's western edge to just past the Guadalupe River on site's eastern boundary. Some glimpses of an existing warehouse and surface parking south of the project site, currently screened from view by the site's existing warehouse, would also be visible after demolition of the warehouse.

Figure 4 shows the site and the existing TSPs along Coleman Avenue looking east and west. With the proposed project, the existing 65-foot high single circuit TSPs along Coleman Avenue would also be removed. The removal of the TSPs and overhead power lines would allow for unobstructed views of current and future uses fronting along Coleman Avenue, which would be a beneficial aesthetic effect.

The rerouting of the TSPs would result in secondary changes to public views from a limited number of short-range vantage points from vicinity streets including Taylor Street, Coleman Avenue, and possibly from the planned Guadalupe River Trail. With implementation of the power line rerouting, the existing TSPs along Coleman Avenue would be removed, which could improve views from the Guadalupe River Park, located north of Coleman Avenue. The proposed TSPs would be double circuit poles, and would connect to the 115 kV power line route approved in the FMC Substation project at the intersection of Chestnut and Asbury Streets. The proposed realignment would be visible looking southeast from the intersection of Chestnut and Taylor Streets, from limited locations looking south from the future intersection of Coleman Avenue and Autumn Street, and from points looking west from the planned Guadalupe River Trail segment in the project vicinity.

Majority of the future TSPs along the proposed route would be located within the Union Pacific railroad right-of-way set back approximately 250 feet to 950 feet from Coleman Avenue, and would likely be screened from view by future building masses that could be developed on the currently vacant site. The addition of TSPs along the proposed realignment would result in less-than-significant effects on views because of the limited visibility of this view corridor (e.g., specifically along the Union Pacific right-of-way), and the proposed TSPs would be consistent with the area's existing industrial character (Figure 5). For these reasons, both demolition of the existing onsite warehouse and rerouting of power lines would not result in a substantial adverse effect on a scenic vista, and changes in views from nearby locations would correspondingly be considered less than significant.

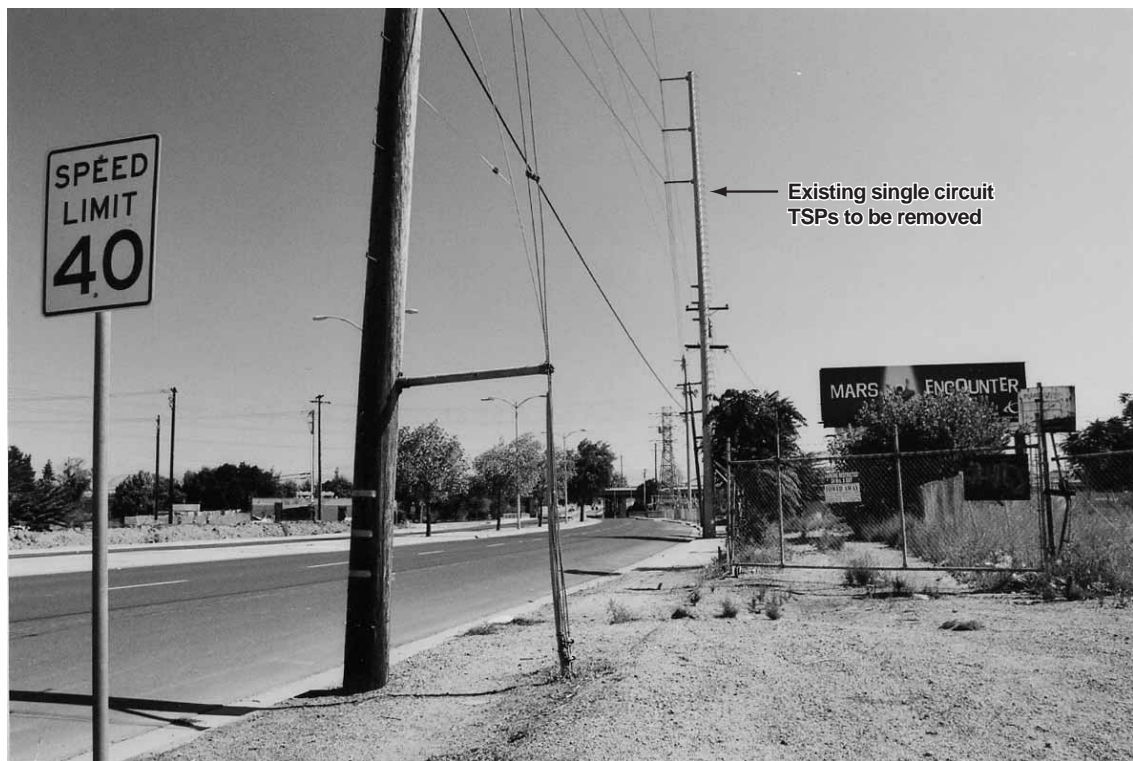
Comment to I.b

The proposed project is not located within a state scenic highway, and would not damage scenic resources, including trees and/or rock outcroppings. The proposed project would demolish an existing 210,000-square foot warehouse on the project site and remove approximately ten existing TSPs from a heavily-trafficked thoroughfare and relocate them along a railroad right-of-way with lesser visibility from public viewing locations. This impact would be less than significant.

The area along proposed power line route is predominantly industrial in character and consists of a mix of light and heavy industrial uses, some commercial and warehousing uses, vacant parcels with areas of overgrown vegetation, a railroad right-of-way, and existing utility poles and overhead power lines.



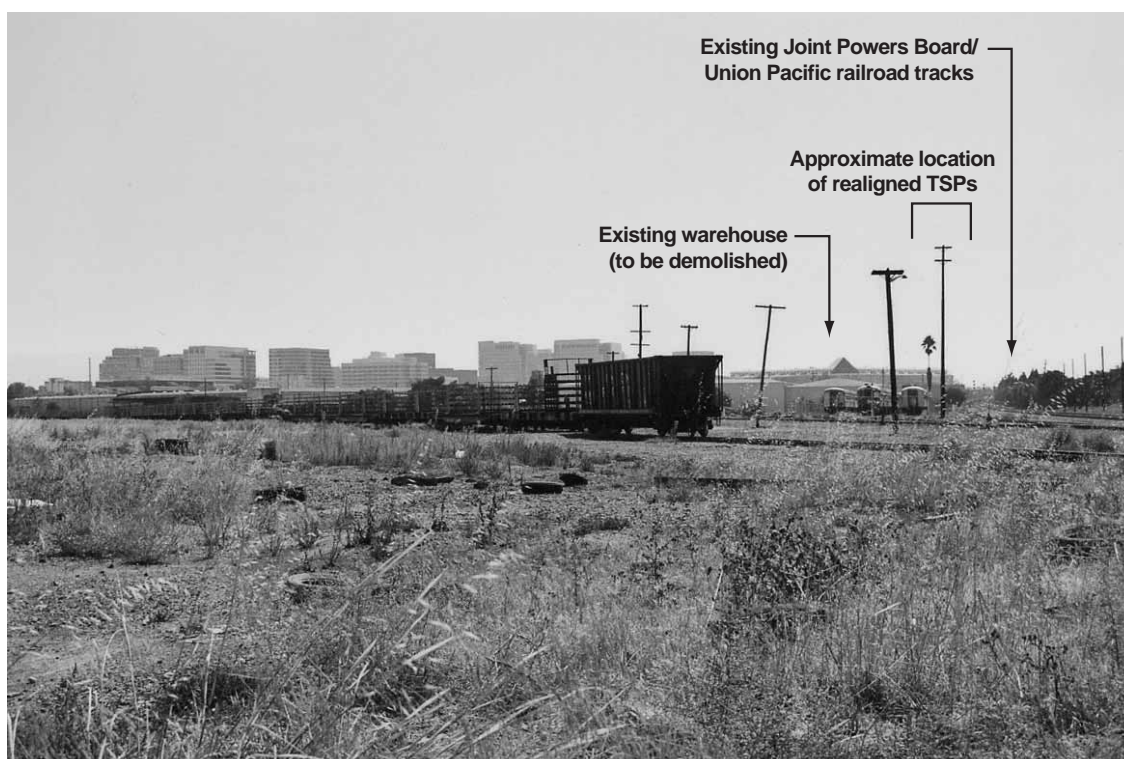
View of Coleman Avenue looking west



View of Coleman Avenue looking east



View of Chestnut Street from Taylor Street looking northwest



View of the Joint Powers Board/Union Pacific railroad right-of-way looking southeast from Taylor Street

The approved 115 kV two-circuit power line route extends from Substation B along the south side of Coleman Avenue, crossing the Guadalupe River. The proposed rerouting of the power line would begin at the point on the west side of the Guadalupe River, where the new route for the power line would leave Coleman Avenue to travel along the east side of the proposed Autumn Street extension above the bank of the Guadalupe River. The proposed route would then cross Autumn Street and generally follow the north side of the Union Pacific Railroad right-of-way to the intersection of Chestnut Street and Taylor Street.

Comment to I.c

The existing visual quality of the project site is generally low; demolition of the onsite large warehouse and implementation of the power line realignment would not create new features in strong contrast with the surrounding visual character.

Demolition of the onsite warehouse structure would result in temporary and long-term changes to the visual quality of the project site. Temporary changes in the site's visual quality would be related to the proposed demolition activities. During the proposed warehouse demolition, heavy equipment, containers and construction/demolition workers would be visible on the site. These changes in the site's visual environment would be temporary and would cease once the warehouse has been demolished. Moreover, the addition of the TSPs at the project site would not substantially damage scenic resources. Therefore, the demolition of the onsite warehouse and rerouting of the TSPs and overhead power lines would have a less-than-significant impact on the area's visual character.

Comment to I.d

The proposed power line route would consist of 80-foot TSPs spaced approximately 350 to 600-feet apart. The TSPs would be consistent in materials and design of other utilities in the immediate vicinity (such as single conduit poles and street lighting along Chestnut Street), although they would not be illuminated. Therefore the proposed TSPs would not create a new source of substantial light or glare, and would have no impact.

Comment to I.e

The proposed project site consists of privately-owned property. The demolition of the warehouse would result in a net decrease in building mass on the site, which would therefore result in less onsite shading than currently occurs. Only a small portion of the proposed power line realignment would traverse Chestnut Street. Public open space in the vicinity of the proposed realignment consists of mainly of the sidewalks fronting on Chestnut Street. The proposed project would include steel tubular poles approximately 28 to 30 inches in diameter topped with six connection points, three on either side of each pole. The design of the TSPs would be consistent with utility infrastructure in the vicinity of the proposed realignment path and would not substantially increase the amount of shading on public open spaces. For this reason, there would be no impact.

MITIGATION MEASURES

No mitigation is required.

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|--|---|---|--|---|-------------------------------------|--------------------------------|
| II. AGRICULTURE RESOURCES— Would the project: | | | | | | |
| a) | Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 6, 12 |
| b) | Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 6, 12 |
| c) | Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 6, 12 |

FINDINGS

Comment to II.a-c

The project site is designated as *Combined Industrial/Commercial* in the San Jose 2020 General Plan, and presently consists of relatively undeveloped land with one vacant warehouse from prior railroad-related activities. Land uses in the project vicinity are mixed, including industrial, commercial and residential uses. There are no agricultural uses at the project site or in the vicinity, although remnants of an orchard exist across Coleman from the site. Additionally, the Important Farmland Map for Santa Clara County designates the area as urban and built-up land, defined as “land occupied by structures with a building density of at least one unit to one and one-half acres.” The project would not result in the conversion of agricultural land to non-agricultural uses, and would not conflict with existing zoning or agricultural use, thus there would be no impacts.

MITIGATION MEASURES

No mitigation is required.

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|---|--|---|--|---|-------------------------------------|--------------------------------|
| III. AIR QUALITY—Would the project: | | | | | | |
| a) | Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 4 |
| b) | Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 4 |
| c) | Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 4 |
| d) | Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 4 |
| e) | Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 4 |

FINDINGS

Comment to III.a

The Bay Area is currently designated as a nonattainment area for state and national ozone standards and as a nonattainment area for the state respirable particulate matter (PM-10) standard. The 2001 Bay Area Ozone Attainment Plan and the 2000 Bay Area Clean Air Plan have been prepared to address ozone nonattainment issues. No PM-10 plan has been prepared or is required under state air quality planning law.

Air quality emissions would occur primarily during the demolition and construction phases of the project. The project consists of the demolition of a vacant 210,000 square foot warehouse on the site and the rerouting of a segment of a planned and approved 115 kV power line between the FMC Substation and Substation B in San Jose. Project construction would involve use of equipment and materials that would emit ozone precursor emissions (i.e., reactive organic gases, or ROG, and nitrogen oxides, or NOx).

The regional agency primarily responsible for developing the regional ozone plans is the Bay Area Air Quality Management District (BAAQMD). BAAQMD is also the agency with permit authority over most types of stationary sources in San Francisco Bay Area. BAAQMD exercises permit authority through its Rules and Regulations. Both federal and state ozone plans rely heavily upon stationary source control measures set forth in BAAQMD's Rules and Regulations. The overall stationary source control program that is embodied by the BAAQMD Rules and Regulations has been developed such that new

stationary sources can be allowed to operate in the Bay Area without obstructing the goals of the regional air quality plans.

With respect to the demolition and construction phases of the project, applicable BAAQMD regulations would relate to portable equipment (e.g., Gasoline- or diesel-powered engines used for power generation, pumps, compressors, pile drivers, and cranes), architectural coatings, and paving materials. Project construction would be subject to the requirements of BAAQMD Regulation 2 (Permits), Rule 1 (General Requirements) with respect to portable equipment unless exempt under Rule 2-1-105 (Exemption, Registered Statewide Portable Equipment); BAAQMD Regulation 8 (Organic Compounds), Rule 3 (Architectural Coatings); and BAAQMD Regulation 8 (Organic Compounds), Rule 15 (Emulsified and Liquid Asphalts). Demolition would be required to be conducted in compliance with Regulation 11, Rule 2 (Asbestos Demolition, Renovation and Manufacturing) of the BAAQMD Rules and Regulations.

With respect to the operational-phase of the project, emissions would be generated primarily from a very small number of maintenance-related trips related to the power line. The BAAQMD CEQA Guidelines consider a project's impact on the regional air quality to be significant if the ROG, NO_x or PM-10 emissions exceed a significance threshold of 80 pounds per day. Project-related operational emissions would be very minimal and far below the BAAQMD threshold. Therefore, the project would not significantly affect air quality in the region or conflict with or obstruct implementation of the applicable Air Quality Attainment Plans.

Comment to III.b

The project would be located in a region that experiences occasional violations of ozone and PM-10 standards. Prior to the mid-1990s, urbanized portions of the Bay Area also experienced occasional violations of the eight-hour average carbon monoxide standard. The regional monitoring network no longer records violations of the carbon monoxide standard but the region is designated as a "maintenance" area since it had once been "nonattainment".

The project would affect local pollutant concentrations primarily during project construction by emissions from demolition and construction and by generating dust. Over the long term, the project would result in a minimal increase in emissions due to maintenance-related motor vehicle trips which would not be significant.

The warehouse proposed for demolition has a total area of 210,000 square feet and is constructed primarily of concrete. The anticipated demolition time is 30 days. Demolition is expected to produce approximately 10,000 cubic yards of waste, which would be disposed using side-dump semi-trailers to transport the materials from the site. In addition the contractor would grind the concrete slab onsite and then move the product off-site for resale. Air pollutant emissions would be generated by the demolition process as well as the equipment used for demolition and processing of waste (e.g. concrete grinders). These emissions would be treated in the same manner as construction emissions and mitigations normally applied to construction activity would also serve to mitigate emissions impacts from the demolition and processing of waste. In addition, trucks used to transport the demolition waste offsite would also produce exhaust emissions. Based on the expected waste volume of 10,000 cubic yards, about 250 to 500 truck trips would be required to transport the material. However, these trips would be distributed throughout the

demolition period. So the number of truck trips on any given day would be on an average, about 20 trips. This level of truck activity would not be expected to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Construction of the 115 kV power line would involve clearing vegetation and boring foundation holes; installing reinforcing bar foundation cages in the foundation holes; pouring concrete for foundations; delivering and installing the poles, structure arms, insulators, and wire-attaching hardware; and stringing the wire, completing clean-up of temporary structure and unneeded poles, and then energizing the circuit. Equipment and vehicles used in construction would generate exhaust emissions and dust during the construction and installation of the power line. Boring of foundation holes for the TSPs and construction vehicles on the unpaved portions of the project site would be a source of dust emissions. Minimal amounts of other criteria pollutants would also result from the operation of heavy equipment construction machinery (primarily diesel operated) and construction worker automobile trips (primarily gasoline operated). Construction-related dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. Construction activities may result in significant quantities of dust, and as a result, local visibility and PM-10 concentrations may be adversely affected on a temporary basis during the construction period. In addition, larger dust particles would settle out of the atmosphere close to the construction site resulting in a potential soiling nuisance for adjacent uses.

For construction-phase impacts, BAAQMD recommends that significance be based on a consideration of the control measures to be implemented (BAAQMD, 1999). Generally, if appropriate measures are implemented to reduce fugitive dust, then the residual impact can be presumed to be less than significant. Without these measures, the impact is generally considered to be significant. With implementation of mitigation measures III.b-1 and III.b-2, demolition and project construction would not be expected to violate any air quality standard or contribute to an existing or projected air quality violation in the project vicinity.

Construction and demolitions activities would also result in the emission of other criteria pollutants from equipment exhaust, construction-related vehicular activity and construction worker automobile trips. Emission levels for construction activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers. Criteria pollutant emissions of ROG and NO_x from these emission sources would incrementally add to the regional atmospheric loading of ozone precursors during project construction. BAAQMD CEQA Guidelines recognize that construction equipment emit ozone precursors, but indicate that such emissions are included in the emission inventory that is the basis for regional air quality plans. Therefore construction and demolition emissions are not expected to impede attainment or maintenance of ozone standards in the Bay Area (BAAQMD, 1999). The impact, with Mitigation Measures III.b-1 and 2 would therefore be less than significant.

Comment to III.c

As discussed under III.a. and III.b. the project would result in insignificant amounts of emissions during the operational phase. Therefore, the cumulative contribution of the project to regional air quality would be less than significant. With the implementation of the mitigation measures discussed under b), the cumulative contribution of the project during the construction phase would also be less than significant.

Comment to III.d

The nearest sensitive receptors to proposed realigned portion of the power line are residences located along Asbury Street, north west of Chestnut Street. Columbus Park is located approximately one quarter mile north of the proposed realignment and another open space area is planned for the area north of Coleman Avenue adjacent to the Guadalupe River. Warehouse demolition and construction activities taking place along the proposed realignment could generate elevated levels of PM-10 concentrations at these sensitive uses. However, as discussed under III.b, implementation of the BAAQMD's basic and enhanced dust control measures, Mitigation Measures III.b-1 and 2 would reduce this impact to a less than significant level.

Comment to III.e

The proposed project (warehouse demolition and power line rerouting) is not the type of operation identified by the BAAQMD as a typical odor source (BAAQMD CEQA Guidelines, 1999). Therefore, the project would not result in any odor-related impact.

MITIGATION MEASURES:

Mitigation Measure III.b-1: During construction, the Applicant shall require the construction contractor to implement BAAQMD's basic dust control procedures required for sites smaller than four acres, such as the power line rerouting, to maintain project construction-related impacts at acceptable levels. Implementation of BAAQMD's basic dust control procedures would mitigate the potential impact to less than significant. Elements of the "basic" dust control program for project components that disturb less than four acres shall include, but not necessarily be limited to the following:

- Water all active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads.

Mitigation Measure III.b-2: During the 30 day period for the warehouse demolition, enhanced control measures would be required, in addition to Mitigation Measure III.b-1, to maintain project construction-related impacts at acceptable levels; this mitigates the potential impact to less than significant.

The following enhanced control measures should be implemented during the warehouse demolition, which would increase the construction sites to greater than four acres:

- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas previously graded areas inactive for ten days or more).
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)
- Limit traffic speeds on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Install wind breaks, or plant trees/vegetative wind breaks at windward side(s) of construction areas.
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.
- Limit the area subject to excavation, grading and other construction activity at any one time.

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|---|---|---|--|---|-------------------------------------|--------------------------------|
| IV. BIOLOGICAL RESOURCES— | | | | | | |
| Would the project: | | | | | | |
| a) | Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| b) | Have a substantial adverse effect on any aquatic, wetland, or riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| c) | Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| d) | Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|---|---|---|--|---|-------------------------------------|--------------------------------|
| e) | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| f) | Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |

FINDINGS

Comment to IV.a-b

The area is fully built with houses, warehouses, commercial development and the Union Pacific Railroad right-of-way. The area has virtually no native vegetation: oats, fennel, and tree-of-heaven are typical examples of ruderal species along the proposed route. Soils are thoroughly compacted or paved over. There will be no impact to special status species or communities from warehouse demolition or power line relocation.

Comment to IV.c

The Guadalupe River and its riparian vegetation is a federally protected wetland as defined by Section 404 of the Clean Water Act and under state jurisdiction under Section 1600-1603 of the Fish and Game Codes. The warehouse demolition would have no impact and the power line would clearspan the creek to avoid all jurisdictional waters.

Comment to IV.d

The project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Substation B and associated power lines, including the existing 115 kV power line to the FMC Substation, present an array of lattice and tubular steel towers and connecting wires that can pose strike hazards for birds. The proposed power line would re-align an existing power line route rather than establish a separate additional hazard. Thus the project would have a less than significant effect.

Comment to IV.e

The project will not conflict with any local policies or ordinances protecting biological resources. The power poles parallel to the Guadalupe River would be located less than 100 feet from the top of bank, but the Guadalupe River Park Urban Design Guidelines do not preclude the location of utility structures. There are already several utility structures located less than 100 feet from the top of bank. Additionally,

utility structures do not impede the flow of water and landscaping can be planted around the poles to preserve the integrity of the riparian corridor.

Comment to IV.f

There are no applicable Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans in the project area.

MITIGATION MEASURES

No mitigation is required.

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|--|--|---|--|---|--------------------------|--------------------------------|
| V. CULTURAL RESOURCES— Would the project: | | | | | | |
| a) | Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| b) | Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| c) | Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| d) | Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

FINDINGS

Comment to V.a

The proposed project includes the demolition of a vacant warehouse located in the eastern portion of the project site. The warehouse was constructed in 1956 and utilized as a railroad transfer station. Supporting facilities to the transfer station have already been demolished at the site. The warehouse has not been identified as a historic resource since its age is less than 50 years. The power line rerouting is located primarily within the railroad right-of-way, and would not affect historic resources. The project would therefore result in a less than significant impact to historic resources.

Comment to V.b-d

With the exception of the proposed warehouse to be demolished, the project site is vacant with prior industrial uses, and much of the project site has been modified over the course of time. East of the project site, a Native American *insitu* burial was discovered, thus there is the potential for discovering cultural resources at the project site. To ensure that no cultural resource is disturbed during excavation or construction activities, the City shall implement mitigation measures V.1 through V.8 to reduce potential impacts to less than significant.

MITIGATION MEASURES

Mitigation Measure V.1: Archaeological monitoring by a professional archaeologist is required during ground disturbing construction. The frequency and duration of the monitoring shall be at the discretion of the Monitoring Archaeologist and dependent on his/her subsurface observations,

Mitigation Measure V.2: A pre-construction meeting will be conducted with the Construction Manager and other personnel by the Project Archaeologist to brief workers on the role and responsibility of the Project Archaeologist and procedures to follow in the event of a cultural resource discovery. The prime construction contractor and any subcontractors will be informed of the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, and other cultural materials from the project area.

Mitigation Measure V.3: If any significant cultural materials are exposed or discovered during either site preparation or subsurface construction, operations shall stop within 25 feet of the find and a qualified professional archaeologist will be contacted for evaluation and further recommendations.

Mitigation Measure V.4: Consideration will be given to the potential for sub-surface historic archaeological resources that might be with in the project area.

Mitigation Measure V.5: The treatment of any significant unexpected discoveries of unknown cultural resources shall be handled in consultation with the project proponent and the City of San Jose. This may include scientific removal, study and analysis, reporting in both technical and popular format and curation with an approved repository.

Mitigation Measure V.6: In the event of an inadvertent discovery of human remains and cultural items during project construction, the Construction Manager shall take immediate steps if necessary to secure and protect any remains and cultural materials. This shall include but is not limited to such measures as: temporary avoidance until the remains and items can be removed, posting of security, placement of a security fence around the area of concern, or some combination of these measures. Any such measures shall depend upon the nature and the particular circumstances of the discovery.

Mitigation Measure V.7: The County Medical Examiner (Coroner) shall be notified by the Project Archaeologist and informed of the find and of any efforts made to identify the remains as Native American, the Medical Examiner is responsible for contacting the Native American Heritage Commission (NAHC) within 24 hours of notification. The NAHC then designates and notifies a Most Likely Descendant (MLD). The MLD has 24 hours to consult and provide recommendations for the treatment or deposition with proper dignity of the human remains and grave goods. Other

Native Americans may be consulted during the process and the project may have to provide notices on the circumstances of discovery and information on the remains.

Mitigation Measure V.8: Preservation of the remains and any associated cultural items is usually the preferred method. If the remains and cultural items will not be subject to further disturbance, the MLD will usually recommend no further action. The remains and artifacts should be documented archaeologically and the find location carefully backfilled to avoid further disturbance.

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|---|---|--|---|-------------------------------------|--------------------------------|
| VI. GEOLOGY AND SOILS— Would the project: | | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 15, 23 |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 17 |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 17 |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 3 |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 16, 24 |
| c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16, 17, 24 |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 24 |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |

FINDINGS

The project site is located in the Santa Clara Valley, approximately six miles south of the southern margin of the San Francisco Bay. Geologically, the Santa Clara Valley is characterized by a deep structural depression filled with sediment derived from the erosion of adjacent uplands and marine deposition.

Comment to VI.a.i-iv

The active (surface displacement within the last 11,000 years) Hayward Fault is located approximately six miles east of the project site and the active San Andreas Fault lies approximately 12 miles west. Three miles further to the east lies the active Calaveras Fault. The active San Gregorio Fault is located approximately 25 miles to the west. Potentially active (surface displacement within the last 1.6 million years) traces of the Silver Creek and San Jose faults are located three miles and four miles, respectively, from the project site.

The Alquist-Priolo Earthquake Fault Zoning Act requires the delineation of zones along sufficiently active and well-defined faults. The purpose of the Act is to restrict construction of structures intended for human occupancy along traces of active faults, thus reducing the hazards associated with fault rupture. There is no evidence of the presence of an active fault at the site. The project site is not located within an Alquist-Priolo Earthquake Fault Zone established for the active faults in this region. In addition, this project does not propose the construction of any habitable structures.

The main potential project-related hazard to structures and people in the project area would be from seismic activity. The project site is located in the Coast Range Geomorphic Province, which is an area of relatively high seismic activity. Several major northwest-trending fault zones are anticipated to generate major earthquakes that could induce significant ground shaking at the site, including the San Andreas Fault Zone (the dominant fault zone in California), and a number of smaller fault zones are located within 40 miles of the project site. In addition to the San Andreas and Hayward faults, other potentially active faults are listed in Table VI-1. A major earthquake on any of the faults listed in Table VI-1 could produce strong ground shaking at the site, affecting the proposed facilities. Shaking amplification is rated as “very high” (7 on a scale of 1 to 8, with 8 rating the highest amplification) and the modified Mercalli intensity is rated as high as IX-Heavy (9 on a scale of 1 to 10, with 10 rating as extreme) for a major earthquake on the entire Hayward Fault (ABAG, 2003). In an earthquake of that magnitude, damage to structures, roads and infrastructure would be heavy throughout the project area.

The project involves the warehouse demolition and the relocation of power lines. No construction of habitable structures is part of this project. Demolition of the older building would reduce the impacts of ground shaking and ground failure to a less than significant impact. It is possible the power lines would be rendered inoperable by an earthquake, the result could be a loss of power in the service area. However, a major earthquake that could affect the site is also likely to affect a wide area in the South Bay. By providing better linkage of power transmission in the area, the project would likely result in a net improvement to system reliability during and following a major earthquake.

Ground shaking, and in some project areas liquefaction, could result in damage to power lines. The conductor wires are strung with sufficient length and catenary (sag) to accommodate vibratory motions and tensions set up by ground motions in earthquakes or high winds. In other words, it is considered a

TABLE VI-1
FAULTS IN THE PROJECT VICINITY,
THEIR MAXIMUM CREDIBLE EARTHQUAKE MAGNITUDE,
FAULT ACTIVITY CLASSIFICATION, AND DISTANCE FROM PROJECT AREA

| Fault | Activity^a | Distance (miles) | MCE^b | Shaking Intensity^c |
|------------------------------|-----------------------------------|-------------------------|------------------------|--------------------------------------|
| Hayward (Southern Segment) | Holocene (Active) (1836, 1868) | 6 | 7.5 | VII |
| San Andreas | Holocene (Active) | 12 | 8.3 | VII |
| Calaveras (Southern Segment) | Holocene (Active) | 9 | 7.3 | VII |
| San Gregorio | Holocene (Active) | 25 | 7.7 | VI |
| San Jose | Quaternary (Potentially Active) | 5 | NA | NA |
| Silver Creek | Quaternary (Potentially Active) | 3 | NA | NA |

N/A = Accurate Estimates Not Available

^a Age is the period of recorded or most recent geologic evidence of earthquake displacement on a fault.

^b MCE is the Maximum Credible Earthquake, Richter magnitude, an estimate of the largest earthquake that is judged by geologic studies to be capable of occurring on a fault or segment of a fault.

^c The Modified Mercalli Scale is one of several scales used to qualitatively rate earthquake effects on people, objects, structures, and the ground surface. The modified Mercalli Scale has been the accepted standard in North America since 1931.

SOURCE: Environmental Science Associates, 1998.

remote hazard that the power lines would “snap” because of earthquake ground shaking. On the other hand, earthquake induced vibratory motions in power lines have resulted in “wrapping” of the lines in

which the separate conductor lines come into physical contact with each other. For example, wrapping was recorded as an effect of the 1989 Loma Prieta Earthquake. Wrapping is a potentially hazardous situation because the “hot wires” come into contact, although it would not likely cause the lines to break and fall. PG&E’s design and spacing requirements would be expected to be in conformance with requirements and industry standards for conductor separation.

The primary potential cause of failure of power lines would result from the failure of one or more of the poles supporting the conductors. Tubular steel poles are structurally extremely strong and able to resist earthquake induced vibratory motions (or high winds) without failures, as evidenced by their performance in the Loma Prieta Earthquake, the 1994 Northridge Earthquake, and other earthquakes. Bending or breaking of the poles would be a remote hazard. The failure of poles is more likely potentially related to a failure of the foundation support as a result of liquefaction and/or lateral spreading (or landsliding, which is not a hazard present in the project area).

Comment to VI.b

Building Demolition: Building demolition would entail only demolition of surface structures. It is not anticipated that demolition activities would result in major changes in topography

Power Pole Installation: Site preparation would entail minor grading of the site. At each TSP location, a hole up to 60-inches in diameter would be augured up to 25 feet deep. The excavated soil would be backfilled around the pole and tamped for compaction. An estimated 490 cubic yards of surplus soil would be produced by excavation of each TSP. Because the site is flat and the soils have a high clay content, soil erosion from construction activities would not result in significant hazards. Runoff from the site could result in substantial soil erosion. While the hazard is deemed less than significant, the impacts from erosion and sediment discharges could be eliminated by implementation of standard best construction management practices, as required in the NPDES permit and subsequent SWPPP discussed in Section VIII.a.

Comment to VI.c

Earthquakes or aftershocks may cause secondary ground failures. Ground failures are caused by soil losing its structural integrity. Examples of seismically induced ground failures are liquefaction, lateral spreading, ground lurching, and subsidence. *Liquefaction* (the rapid transformation of soil to a fluid-like state) affects loose saturated sands. Earthquake ground shaking induces a rapid rise in excess pore pressure and the soil loses its bearing strength, and it may spread laterally, undergo settlement and form fissures and sand boils (upwellings of sand at the surface). *Lateral spreading* is the horizontal movement of loose, unconfined sedimentary and fills deposits during seismic activity, forming irregular ground surface cracks. The potential for lateral spreading or lurching is highest in areas underlain by soft, saturated materials, especially where bordered by steep banks or adjacent hard ground. *Subsidence* is vertical downward movement of the ground surface.

Previous geotechnical studies, described in the FMC Substation Project CEQA documentation, determined the soil stratigraphy in the area consists of stiff clays and dense sands and gravels. The area was determined to have a low to moderate liquefaction potential. Previous analyses for the FMC Substation showed that the probabilities for liquefaction in areas with assumed groundwater elevations similar to those in the project area are 1% to 1.5% annually and 40% to 50% in a 50-year period. Secondary hazards from seismic activity that could affect the site are lateral spreading and ground settlement (subsidence). The potential for liquefaction causing extensive soil deformation (lateral spreading and subsidence) is less than that of liquefaction resulting in small surface deformations. Lateral spreading or lurching could occur along the banks of the Guadalupe River, threatening the integrity of the proposed TSPs. The hazard would be greatest for poles nearest the river. A loss of foundation support for the poles could cause them to tip or collapse, bringing down the conductors. If the wires were energized at the moment of tipping or collapse, the “hot” wire would pose a potential hazard to people in the area and could ignite fires. While the potential for earthquake induced hazards are unavoidable, conformance with industry standard design requirements for the TSPs and their foundations would reduce the hazard to an acceptable level of risk. Therefore, the impact, with Mitigation Measure VI.c-1, is considered less than significant.

The project site is essentially flat, and is not located in vicinity of uplands characterized by unstable slopes; therefore, hazards associated with landsliding are not considered a hazard on the project site. Unstable soil conditions include settlement and failure from low strength. Project site soils and not of the types characterized by low strength. Settlement can occur either uniformly or differentially. Uniform settlement of a structure can damage foundations and cause mechanical and structural problems within a structure. The magnitude of settlement of a fill or native clay material will depend on their properties, the manner in which the fills are placed, the thickness of the material, the type of underlying subsurface soil, and the load placed on the material. Settlement beneath the proposed transformer bank foundations is expected to occur due to compressibility of native, near-surface “Adobe-clay”. Standard engineering, design, and construction practices proposed are in conformance with PG&E construction guidelines, impacts resulting would be minor and the hazard would be less than significant.

Comment to VI.d

Expansivity, or shrink-swell, is the cyclic change in volume that occurs in fine-grained sediments because of expansion and contraction of clay caused by wetting and drying. Soils that are expansive (have shrink-swell potential) can damage foundation and other structures. This problem can be overcome with proper foundation engineering (Helley, 1979). Soils in the project area were observed to be clay mixtures with varying degrees of expansive potential, and may be considered expansive soil, as defined by Table 18-1 of the UBC.

Building Demolition: Building demolition would not be affected by expansive soils since once the building is removed, the soil will be reworked as the site is regraded eliminating the expansive properties of the soil.

Power Line Relocation: Expansive soils in this area are found in the upper five feet of soil. Poles would be set in concrete foundations up to 30 feet deep. As a result the surrounding soils expansive properties would most likely diminish. In addition, the expansion and contraction of the expansive soils, in the upper five feet would not exert enough pressures on the structures to cause cracking. Standard engineering practices also can mitigate expansive soils for surface foundations of the substations.

Comment to VI.e

No septic tanks are proposed for the project; therefore, no impacts are anticipated.

MITIGATION MEASURES

Mitigation Measure VI.c-1: The Applicant shall undertake geotechnical studies, as appropriate, for the sites of all new TSPs to determine the hazards of liquefaction, lateral spreading, lurching, weak soils subject to settlement, or other forms of failure under design forces for a maximum credible earthquake (MCE) in the area. The Applicant shall use and supplement as necessary, the engineering geology information developed as a part of the Mitigation Monitoring Plan for the FMC Project.

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|--|---|---|--|---|-------------------------------------|--------------------------------|
| VII. HAZARDS AND HAZARDOUS MATERIALS—Would the project: | | | | | | |
| a) | Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 5, 18, 19, 23 |
| b) | Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 5, 18, 19, 23 |
| c) | Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 9 |
| d) | Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 6 |
| e) | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 1, 13 |
| f) | For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 1, 13 |
| g) | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 10 |
| h) | Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 10 |

FINDINGS

Comment to VII.a-b

The proposed project would include the demolition of a warehouse constructed in 1956. In general, structures constructed before 1970 are at-risk for lead-based paint and older structures are at-risk for asbestos. Procedures for asbestos remediation for the warehouse, prior to demolition, are outlined in the NESHAP Operations and Maintenance Assessment Report for Asbestos and Lead prepared by AMI Environment, October, 2003. Following these procedures would reduce hazards to the public, on-site construction workers, and the environment to a less than significant level.

The contractor will be required to comply with all applicable California Occupational Safety and Health Administration regulations regarding worker safety. Both the federal and California Occupational Safety and Health Administration (OSHA) regulate all worker exposure during construction activities that impact lead-based paint. Interim Final Rule found in 29 CFR Part 1926.62 covers construction work where employees may be exposed to lead during such activities as demolitions, removal, surface preparation for re-painting, renovation, clean up and routine maintenance. The OSHA-specified method of compliance includes respiratory protection, protective clothing, housekeeping, hygiene facilities, medical surveillance, and training. No minimum level of lead is specified to activate the provisions of this regulation.

The renovation or demolition of buildings containing asbestos requires retaining contractors who are licensed to conduct asbestos abatement work and notifying the Bay Area Air Quality Management District (BAAQMD) ten days prior to initiating construction and demolition activities. All identified asbestos containing materials should be removed and appropriately disposed of by a state certified asbestos contractor, pursuant to an asbestos abatement plan developed by a state-certified asbestos consultant. The asbestos contractor will be required to comply with all applicable OSHA regulations regarding worker safety. Both the federal and California Occupational Safety and Health Administration regulate all worker exposure during construction activities that involve asbestos.

The project site is located along a Former Southern Pacific Railroad line. Past site activities may have involved the application of herbicides in order to control weed growth, or involved the storage or handling of hazardous substances. An Environmental Site Assessment (ESA) was completed for the project site in May, 1998 by McCulley, Frick and Gilman, Inc. The ESA incorporates soil and groundwater information from previous investigations together with newly collected data, and identifies specific locations on the project site which contain impacted soil or groundwater from historic activities. While most of the project activity would not occur within known areas of contamination, excavation for some of the power poles and warehouse demolition may occur in or immediately adjacent to identified impacted areas. Potential groundwater impacts from the project are discussed in the section VIII. Hydrology and Water Quality. Implementation of mitigation measure VII.a-1 would reduce potential impacts associated with excavation and disposal of impacted soil to less than significant.

Comment to VII.c

The proposed project is located within ¼ mile of Bellarmine College Preparatory. Compliance with Mitigation Measures VII.a-1 would reduce potential impacts from asbestos and lead-based paint

associated with demolition of the existing warehouse to a less than significant level. Following completion of power pole and line installation, the proposed project would not involve the handling of hazardous materials, substances or wastes. The proposed project would not increase potential impacts associated with electromagnetic fields, as evaluated in the 1998 Initial Study, wherein the 115 kV Power Line route continues northwest from the project site, and traverses land immediately adjacent to Bellarmine College Preparatory.

Comment to VII.d

The project site is not on a hazardous materials sites list compiled pursuant to Government Code Section 65962.5.

Comment to VII.e-f

The Airport Land Use Commission for Santa Clara County has published and adopted the *Land Use Plan for Areas Surrounding Santa Clara County Airports* (Santa Clara County ALUP). In accordance with the Federal Aviation Administration (FAA) Federal Aviation Regulation (FAR) Part 77 obstruction criteria, the Santa Clara County ALUP has established a Height Restriction Boundary for the area surrounding San Jose International Airport (the Airport).³ The project site is located approximately ½ mile south of the Airport, within the Height Restriction Boundary identified in the Santa Clara County ALUP. The proposed project would involve the installation of power poles 80 feet in height, while the Height Restriction Boundary established for the project area is 206 feet (Santa Clara County Airport Land Use Commission, 1992). As the proposed project would not exceed the Height Restriction Boundary established for the project site in the Santa Clara County ALUP, potential safety impacts associated with airport operations and the proposed project are considered less than significant.

Comment to VII.g

The proposed project is limited to demolition of the warehouse and the installation of power poles and a power transmission line, and as such would not impair implementation or physically interfere with the City of San Jose's emergency response capabilities.

Comment to VII.h

The proposed project is located in an area of the City of San Jose designated Combined Industrial/Commercial by the City's General Plan (City of San Jose, 2000). The project site is located in an urbanized region of San Jose, and is not located in or adjoining a wildlands area. Potential wildland fire hazards are therefore considered less than significant.

MITIGATION MEASURES

Mitigation Measure VII.a-1: Following determination of the final power line route and when planning the warehouse demolition, the project applicant shall review the ESA completed for the site by McCulley, Frick, and Gilman, Inc. to identify specific locations where known soil and groundwater impacts exist. The contractor shall prepare a site-specific Health and Safety Plan

³ FAR Part 77 obstruction clearance criteria are imaginary surfaces that extend outward from the end of a runway and define maximum heights of structures that cannot be exceeded in the airport vicinity without creating a hazard to aircraft navigation.

based upon soil and groundwater data in the ESA, in accordance with federal and state Occupational Health and Safety Administration (OSHA) requirements, for project demolition and construction occurring in previously identified impacted areas. Soil stockpiles from demolition and excavation activities shall be sampled in accordance with the Santa Clara County Department of Environmental Health, federal, and state waste discharge requirements, and disposed of accordingly.

Compliance with Mitigation Measure VII.a-1 would reduce potential impacts associated with contaminated soils to a less than significant level.

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|---|--|---|--|---|-------------------------------------|--------------------------------|
| VIII. HYDROLOGY AND WATER QUALITY—Would the project: | | | | | | |
| a) | Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 11 |
| b) | Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 11 |
| c) | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion of siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| d) | Result in increased erosion in its watershed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| e) | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| f) | Substantially alter drainage patterns due to changes in runoff volumes and flow rates? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| g) | Result in increased impervious surfaces and associated increased runoff as specified in the NPDES permit and the City's Post Construction Urban Runoff Management Policy? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|---|--|---|--|---|-------------------------------------|--------------------------------|
| h) | Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| i) | Result in an increase in pollutant discharges to receiving waters such as heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| j) | Result in an increase in any pollutant for which the water body is already impaired as listed on the Clean Water Act Section 303 (d) list available from the State Water Resources Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 10 |
| k) | Result in alteration of receiving water quality during or following construction including clarity, temperature, and level of pollutants? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| l) | Substantially alter surface water quality, or marine, fresh, or wetland waters as specified in the NPDES permit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| m) | Substantially alter ground water quality as specified in the NPDES permit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| n) | Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation or beneficial uses as specified in the NPDES Permit, General Plan and City policy? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| o) | Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| p) | Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| q) | Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 14 |
| r) | Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 2, 14 |
| s) | Inundation of seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 2, 14 |

FINDINGS

Comment to VIII.a

The impacts to surface water quality are not expected to be substantial as construction activity would be on level ground and stormwater would infiltrate into the ground. The previous FMC Substation was less than the required disturbance area that would trigger NPDES compliance. Therefore, Mitigation measures were employed to require that best management practices be adhered to. Since this project includes proposed construction activity that would disturb more than five acres of land, the proposed project is subject to regulation by the state General Storm Water National Pollution Discharge Elimination System (NPDES) permit. As mandated by NPDES permit regulations, the development of a Stormwater Pollution Prevention Plan (SWPPP) describing construction activities associated with all phases of construction and identifying construction BMPs to reduce erosion of disturbed soils and prevent release of hazardous materials into water courses would be required. The SWPPP would be prepared and specified BMPs would be implemented during construction as part of the project.

Surface water quality in the Guadalupe River could be affected by construction of the proposed poles in the area of the river. In total, there would be up to 3 poles within 500 feet of the Guadalupe River. Some loose soil and excavated material may be transported by surface runoff, resulting in some sedimentation in the river. The possibility of significant impacts would be further reduced by implementation of best management practices (BMPs) specified in the SWPPP.

The proposed project, installation of the power poles and building demolition, would be required to comply with the City of San Jose's permit conditions associated with the treatment and/or disposal of groundwater generated by dewatering activities. The permit may allow discharge to the City's sanitary sewer system, may require that water generated by dewatering activities shall be stored on-site and disposed off-site in accordance with federal and state regulations, or may allow infiltration on-site. Considering the permitting requirements for treatment and discharge of groundwater generated during temporary or ongoing dewatering, the project would not violate any water quality or waste discharge standards.

Comment to VIII.b

The proposed project involves the construction of power poles and building demolition. Whether the groundwater that would be pumped from the power pole excavations would be discharged off-site or allowed to re-infiltrate back into the aquifer through the surrounding soil, the result would be a less-than-significant impact to groundwater levels. Groundwater is not expected to be pumped for demolition of the existing structure.

Comment to VIII.c

Building Demolition: After demolition of the building, the site would be regraded with semi-pervious material. The project site is located on flat land with soils containing varying amounts of silt and clays, which would reduce the amount of erosion. In addition, the implementation of BMPs as required in the NPDES permit would reduce the impact of erosion to less than significant.

Power Line Relocation: Installation of the transmission poles would produce less than significant changes to the course or direction of surface water drainage and flow in the project area. If dewatering of augured holes is necessary in areas where the water table is high, water would be pumped out and allowed to infiltrate back into the ground. As a result, less than significant impacts to the course or direction of drainage should occur.

Portions of the project area are located in a 100-year zone of flood hazard as defined by the Federal Emergency Management Agency, Flood Insurance Program. A large earthquake potentially could result in dam failures at reservoirs upstream of the project area. According to dam failure inundation maps (ABAG, 2003) the project site could be impacted by flooding in a dam failure of the Lexington and Vasona Reservoirs, the latter located approximately 8 miles to the southwest. The poles, even those located in the flood zone would not affect the drainage patterns since surface grades and surrounding material would not be adversely affected.

The proposed project is not expected to create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems. The groundwater that would be pumped from the excavation areas would re-infiltrate back into the aquifer through the surrounding soil, and would not enter or alter any existing drainage.

Only a minimal amount of water would be used in the construction of the project, primarily for dust control during building demolition, power pole construction, and concrete mixing. The water would be taken directly from municipal sources producing a less than significant impact on existing amounts of surface or subsurface water.

Construction of the proposed project would not significantly deplete groundwater supplies or interfere with groundwater recharge, and it would not create a net deficit in aquifer volume or lower the local groundwater level.

Comment to VIII.d

Building Demolition: The proposed project is located in near the Guadalupe River. Once the building is demolished, the portions of the building that are concrete will be ground on the site, and then hauled off of the site. At the completion of demolition activities, the site would be regraded. BMPs will be implemented to ensure that building remains will not increase the amount of sediment into the watershed.

Power Line Relocation: A segment of the proposed project is located near the Guadalupe River. Site preparation would entail minor regrading of the site. Because the site is flat and the soils have a high clay content, soil erosion from construction activities would not result in a significant increase of gully formation. In addition, the implementation of required BMPs, as required by the SWPPP, will further reduce impacts from erosion and sediment discharges to a less than significant impact.

Comment to VIII.e

As discussed in VII.c., installation of the transmission poles would produce less than significant changes to the course or direction of surface water drainage and flow in the project area.

Portions of the project area are located in a 100-year zone of flood hazard as defined by the Federal Emergency Management Agency, Flood Insurance Program, however the project would not alter the existing drainage pattern of the site or area, producing a less than significant impact on the surface runoff and/or flooding in the area.

Comment to VIII.f

Building Demolition: Building demolition would remove approximately 210,000 square feet of impervious surface. The site would be regarded with semi-pervious material, allowing for infiltration of overland flow. Building demolition would not substantially alter drainage patterns or changes in runoff volumes and flow rates.

Power Line Relocation: The proposed project would involve minimal paving or additional areas of impervious surfaces. Therefore, the project would not substantially alter drainage patterns or changes in runoff volumes and flow rates, producing a less than significant impact.

Comment to VIII.g

As a result of building demolition, the proposed project would decrease the area of impervious surface. Once the building is removed, the building footprint would be regraded, but not repaved. It estimated that 210,000 square feet of impervious area would be replaced by semi-pervious material.

Comment to VIII.h

The project would not create a significant increase of runoff that which would exceed the capacity of the stormwater drainage system. This would be a less than significant impact.

Comment to VIII.i

The proposed project involves use of petroleum products and possibly hazardous materials during the construction phase of the power poles and building demolition only. As required a Stormwater Pollution Prevention Plan (SWPPP) describing construction activities associated with all phases of construction and identifying construction BMPs to reduce erosion of disturbed soils and prevent release of hazardous materials into water courses would be required. The SWPPP would be prepared and specified BMPs would be implemented during construction as part of the project. As required in the NPDES permit, BMPs and the implementation of the SWPPP will reduce the pollutant discharges to receiving waters to a less than significant impact.

Comment to VIII.j

The Guadalupe River is listed on the Clean Water Act Section 303(d) list as an impaired water body for mercury. Mercury is not expected to be used in either the demolition, construction or the operation phases of the project; therefore this is not considered an impact.

Comment to VIII.k

As required by the NPDES permit, implementation of BMPs and the implementation of the SWPPP will reduce the pollutant discharges that may result in an alteration of water quality, including clarity, temperature, and level of pollutants to receiving waters to a less than significant impact.

Comment to VIII.l-n

Compliance with the NPDES permit and implementation of the SWPPP will reduce the impact of the project on surface water quality to a less than significant impact.

Comment to VIII.o

The implementation of the SWPPP would ensure that the proposed project would not substantially degrade water quality.

Comment to VIII.p

The proposed project does not include the construction of housing.

Comment to VIII.q

The proposed project involves demolition of a building and the construction of power poles within the 100-year flood plain. Each pole would be between 28 and 30 inches in diameter and would have a less than significant impact on the direction of flood flows. The poles do not have the capability to impede or redirect flood flows. This would be a less than significant impact. In addition, the demolition of the building would remove the structure from a 100-year flood plain.

Comment to VIII.r

According to dam failure inundation maps (ABAG, 2003) the project site could be impacted by flooding in a dam failure of the Lexington and Vasona Reservoirs, the latter located approximately eight miles to the southwest. Considering the distance of the two reservoirs from the project site, topography, flood control structures currently in place, and the protection created by Interstate 880 embankment, inundation in this area is likely to be shallow and the quantity of flood water and entrained debris from a dam failure flood would not impair operations at the project site. Therefore, this is considered to be a less than significant impact.

Comment to VIII.s

Most of the project area is located on relatively flat ground with little or no potential for mudflows. Seiches and tsunamis are not considered a threat to the project since these hazards are associated with large bodies of water which are not found near the project area.

MITIGATION MEASURES

No mitigation is required.

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|--|--|---|--|---|-------------------------------------|--------------------------------|
| IX. LAND USE AND PLANNING— Would the project: | | | | | | |
| a) | Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12 |
| b) | Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12 |
| c) | Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |

FINDINGS

Comment to IX.a

Demolition of the warehouse will make open space available on the site for redevelopment. The proposed power line rerouting would extend primarily along the Union Pacific right-of-way, which is relatively undeveloped, vacant land. The route would also extend approximately two blocks along the industrial portion of Chestnut Street. There are existing power lines northeast of Chestnut Street, along Asbury Street that would be removed with the power line rerouting. The proposed power line route would not create a physical feature that would disrupt or the divide the area.

Comment to IX.b

The project site (including the power line and the building demolition) is located in an area characterized by industrial and commercial uses with some residential uses in the project vicinity. The San Jose 2020 General Plan land use map designates the site as *Combined Industrial / Commercial*, with the purpose of “preserving and intensifying the existing pattern of light industrial and commercial service uses, while maintaining opportunities for economic development”. The site is designated by the City’s zoning ordinance as an *Industrial Park (IP)*, which is “intended for a wide variety of industrial users such as research and development, manufacturing, assembly, testing, and offices.”

The proposed power poles along the Autumn Street extension would be subject to the Guadalupe River Park and Gardens Urban Design Guidelines, which requires a 100-foot setback from the top of bank. Although the Autumn Street power poles would be located less than 100 feet from the top of the Guadalupe Riverbank, the Guidelines do not preclude the location of utility structures. There are already several utility structures located less than 100 feet from the top of bank in the project vicinity. Additionally, tubular steel poles do not impede the flow of water and landscaping can be planted around

the poles to preserve the integrity of the riparian corridor. Demolition of the warehouse would not affect land uses at the site because the warehouse is currently vacant, with the exception of 6,000 square feet, which is leased under a month to month agreement. Additionally, this project does not propose to replace the vacant warehouse with new construction. The approximate two block segment for the proposed power line route is zoned as a mix of heavy and light industrial uses. The zoning code does not regulate the placement of power lines, which are regulated by the CPUC. Construction of the power line would be not affect existing land uses in the project area and would result in a less than significant effect.

Comment to IX.c

There are no applicable Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans in the project area.

MITIGATION MEASURES

No mitigation is required.

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|---|--|---|--|---|-------------------------------------|--------------------------------|
| X. | MINERAL RESOURCES—Would the project: | | | | | |
| a) | Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12, 22 |
| b) | Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12, 22 |

FINDINGS

Comment to X.a

The project site is designated by the California Geological Survey as a MRZ-1 zone, which is defined as an “area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.” The proposed project would therefore not affect the availability of mineral resources, and no impact would occur.

Comment to X.b

The San Jose 2020 General Plan has designated areas within the City as containing mineral deposits, which are of regional significance pursuant to the mandate of the Surface Mining and Reclamation Act of 1975. The proposed project site is not designated as containing mineral deposits known to exist in and

near the Santa Clara Valley including cement, sand, gravel, crushed rock, clay, and limestone, all of which have provided building materials to the construction industry. The project would not affect mineral resources, and no impact would occur.

MITIGATION MEASURES

No mitigation is required.

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|---|--|---|--|---|-------------------------------------|--------------------------------|
| XI. NOISE—Would the project result in: | | | | | | |
| a) | Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 12, 21 |
| b) | Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12, 21 |
| c) | A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12, 21 |
| d) | A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 12, 21 |
| e) | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12, 21 |
| f) | For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12, 21 |

FINDINGS

Comment to XI.a

The project would not introduce any sensitive receptors to the site; hence, this discussion focuses on the noise impacts of the project on the ambient noise environment, particularly at the nearest sensitive receptors. The primary source of noise from the project would be from the operation of equipment during the 30 day demolition period of the warehouse and six month construction period of the power line along

the rerouted alignment. The project site is located within the 65 dBA, DNL noise contour designated for operations of the San Jose International Airport (SJIA) and along the Union Pacific Railway line. Therefore, noise from airport operations and train activity along the Union Pacific tracks dominate the ambient noise environment along the proposed re-alignment of the power line.

Demolition of the 210,000 square foot warehouse is anticipated to take approximately 30 days. Upon completion of demolition, construction of the power line would take place over a period of six months. Noise from these activities would be intermittent over this period. The warehouse would be razed by traditional methods either by using a wrecking ball or a large track hoe. Noise would result from the impact of the demolition equipment against the building followed by noise resulting from the collapse of debris to the ground. Since the contractor proposes to grind the demolished concrete slabs prior to off-site transport, operation of the concrete grinders would constitute another temporary and intermittent noise source. Trucks hauling the material off-site would contribute incrementally to noise levels along those routes. During the construction of the power line, noise would result primarily from the construction of pole foundations, erection of poles, and stringing of lines.

Demolition and construction noise levels at and near locations on the project site would fluctuate depending on the particular type, number, and duration of use of various pieces of equipment. The impact would depend upon how much noise would be generated by demolition and construction, the distance between the activities and the nearest noise-sensitive uses, and the existing noise levels at those uses. The noisiest phases of construction would generate approximately 89 Leq at 50 feet (U.S. EPA, 1971). Depending on the type of equipment used, demolition could produce noise levels as high as 85 to 90 dBA at 50 feet from the activity. The receptors nearest proposed alignment would be the residences along Asbury Street between Chestnut Street and Coleman Avenue. Demolition and construction activity associated with project could take place as close as 100 feet from some of these residences. Consequently, the noisiest construction activities would generate noise levels up to approximately 83 Leq at these sensitive receptors during regrading and resurfacing activities. During demolition, noise levels at these receptors could be as high as 79 to 84 dBA. Noise at these levels would be clearly noticeable above ambient noise levels. During nighttime, this noise could be more noticeable (since background noise is lower) and could annoy the nearby sensitive receptors given the more sensitive nature of the nighttime period (e.g. sleep disturbance). Therefore, though the impact of demolition and construction noise would be temporary, without appropriate limitations on allowable hours of demolition and construction, this impact though temporary, could be significant.

Once construction is complete, there would be no sources of noise along the power line alignment. However, under certain conditions (such as wet weather or dirty insulators), power lines can create corona-generated noise, usually associated with a buzzing or crackling. Given the number of rainy days per year within the Santa Clara Valley, and PG&E's practice of high-pressure washing of insulators, corona-generated noise, while occasionally audible, would not be considered a substantial increase to the typical urban noise environment. The maintenance related motor vehicle trips associated with high pressure washing of insulators and other routine maintenance activities would result in very minimal noise that would not be perceptible above the existing ambient noise. Mitigation Measures XI.a-1-3 would reduce the potential impact to a less than significant level.

Comment to XI.b

Demolition could result in ground-borne vibration especially from the impact of the falling debris onto the ground. Construction activities related to the power line rerouting, particularly the boring of holes for foundations could also result in some groundborne noise and vibration. However since the proposed alignment is primarily surrounded by non-noise and vibration sensitive industrial uses, this impact would be less than significant. The distance to the nearest sensitive receptors would attenuate any groundborne noise and vibration impacts generated by the construction equipment to a less than significant level.

Comment to XI.c

Once demolition of the warehouse and construction of the power line is complete, the operational noise from the power line would be very minimal. Under certain conditions (such as wet weather or dirty insulators), power lines can create corona-generated noise, usually associated with a buzzing or crackling. Given the number of rainy days per year within the Santa Clara Valley, and PG&E's practice of high-pressure washing of insulators, corona-generated noise, while occasionally audible, would not be considered a substantial increase to the typical urban noise environment. The noise generated by the maintenance-related vehicle trips for high-pressure washing of insulators and other routine maintenance activities would also be less than significant.

Comment to XI.d

As discussed under XI.a, the project would temporarily increase noise levels in the vicinity of the demolition of the warehouse and construction of the power line. Though this impact would be temporary, its impacts could be significant particularly at sensitive receptors (residences) located on Asbury Street between Chestnut Street and Coleman Avenue as well as in the open-space area to the north of the proposed alignment. Implementation of mitigation measures XI.a-1-3 would reduce this impact to a less than significant level. It must be noted that the ambient noise environment in the project area is quite high due to the activity of trains and aircraft noise from San Jose International Airport located just one mile northwest of the project site.

Comment to XI.e

The project site is located approximately one mile southeast of the San Jose International Airport and is located within the referral area for the Airport as defined by the 65 dBA DNL contour. Development projects proposed within this referral area should be approved by the Santa Clara Airport Land Use Commission (ALUC) for consistency with the Airport Land Use Plan. This is also reflected in the land use designations adopted in the City of San Jose's General Plan. Referrals are evaluated by the ALUC based on consistency with height, noise and safety zone policies established for the airport, as well as conformance with any additional policies which might apply to the project being evaluated. However, this does not apply to the proposed project as it does not involve the permanent residence or employment of people in the project area that could be exposed to excessive noise levels from airport operations. Construction workers would be temporarily exposed to these noise levels. However, this impact would be considered less than significant.

Comment XI.f

The project site is not located within two miles of a private airstrip, thus there is no impact.

MITIGATION MEASURES:

Mitigation Measure XI.a-1: To reduce the construction noise effects, the Applicant shall ensure that noisy demolition and construction activities at the project site and nearby sensitive receptors, if any shall be limited to the least noise-sensitive times of day and week of 7:00 a.m. to 6:00 p.m., Monday through Friday.

Mitigation Measure XI.a-2: To reduce the construction noise effects, the Applicant shall ensure that all construction equipment used for power line construction shall be adequately muffled and maintained.

Mitigation Measure XI.a-3: To reduce the construction noise effects, the Applicant shall ensure that all stationary construction equipment (i.e., compressors and generators) shall be located as far as practicable from sensitive receptors.

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|--|--|---|--|---|-------------------------------------|--------------------------------|
| XII. POPULATION AND HOUSING— Would the project: | | | | | | |
| a) | Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12 |
| b) | Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| c) | Displace substantial numbers of people necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |

FINDINGS**Comment to XII.a**

The proposed project would prepare the site for redevelopment, but does not propose any new construction that would induce population growth in the area. The building demolition would not affect population growth in the area, since the project does not propose any new construction. Additionally, the rerouting of the power line would not increase existing electrical capacity, or deliver electricity to any new locations. Therefore the proposed project would have a less than significant effect on population growth in the area.

Comment to XII.b-c

The project site is relatively undeveloped, with no housing units on the proposed site. There would not be any demolition of residential units, thus no displacement of people associated with the project. Most of the power line would be located within the railroad right-of-way, with a portion along Chestnut Street where land uses are predominately industrial and commercial. For the corridor segment located on Chestnut Street, the power line right-of-way would be negotiated with the landowners. Since the project would not affect residential development and would not displace people, no impacts are anticipated.

MITIGATION MEASURES

No mitigation is required.

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|--|---------------------------------------|--|-------------------------------------|-------------------------------------|----------------------------|
| XIII. PUBLIC SERVICES— Would the project: | | | | | |
| a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: | | | | | |
| i) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12 |
| ii) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12 |
| iii) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12 |
| iv) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12 |
| v) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12 |

FINDINGS**Comment to XIII.a-i**

The proposed project would not introduce uses that would generate new building construction or result in increased population that would require the need for additional fire protection services. The project would not result in any new structures or fire hazards that are likely to increase the need for fire suppression services, therefore no impact is anticipated.

Comment to XIII.a-ii

The City of San Jose Police Department serves the project site. The proposed project would not result in population increases, which would require additional police protection services. The project may require police services during construction due to theft of construction equipment and/or vandalism that might occur during the construction period. The construction of TSPs may require temporary closure or partial closure of Chestnut Street for power line manipulation. Such actions are typically coordinated with the local police and normally take place during off-peak commute hours. The use of police services would be a temporary construction-related impact and would not be expected to affect police services substantially. The project would have a less than significant effect related to police services.

Comment to XIII.a-iii-v

The proposed project consists of the demolition of a vacant warehouse, and the rerouting of a segment of a planned power line. The project would not introduce any uses to the area that would increase population, which typically results in the need for additional schools, parks, or other public facilities. Therefore, the project would have no effect related to school, park or other public facilities.

MITIGATION MEASURES

No mitigation is required.

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|---|---|---|--|---|-------------------------------------|--------------------------------|
| XIV. RECREATION: | | | | | | |
| a) | Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12 |
| b) | Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12 |

FINDINGS**Comment to XIV.a-b**

The project site does not have existing or planned recreational uses. Existing recreational activities in the project vicinity are along Coleman Avenue and consist of walking, jogging or bicycling along the roadway corridor. Planned recreational facilities in the project vicinity include the Guadalupe River Park,

north of Coleman Avenue, and a trail adjacent to the Guadalupe River. The project would not affect the planned recreational facilities in the area therefore no adverse impacts to recreational uses are anticipated.

MITIGATION MEASURES

No mitigation is required.

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|---|---|---|--|---|-------------------------------------|--------------------------------|
| XV. TRANSPORTATION / TRAFFIC— Would the project: | | | | | | |
| a) | Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 8, 12, 20 |
| b) | Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 8, 12, 20 |
| c) | Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 8, 12 |
| d) | Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 8 |
| e) | Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 8 |
| f) | Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 20 |
| g) | Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 8 |

FINDINGS

Comment to XV.a-b

The proposed project would not introduce any new uses to the site that would generate changes in traffic in the long term, thus potential traffic and transportation effects would be confined to the building demolition and construction of the power line. The primary entrance to the project site for the warehouse

demolition and construction of the tubular steel poles (TSP) in the railroad right-of-way, is located on the south side of Coleman Avenue, east of Substation B and the Guadalupe River.

Building Demolition: Traffic-generating construction activities related to the building demolition would consist of the daily arrival and departure of construction workers; trucks hauling equipment and materials to the site; and the hauling of wreckage from the site. It is estimated that no more 20 onsite workers could be used for the demolition. Demolition equipment would include cranes, track hoe, side-dump semi trailers, and grinders. The demolition period would last approximately 30 days.

Power Line Relocation: Traffic-generating construction activities related to construction of approximately 13 TSPs along the Autumn Street extension, the Union Pacific right-of-way, and along two blocks of Chestnut Street, and the installation of the new wires, would consist of the daily arrival and departure of construction workers; trucks hauling equipment and materials to the site; and the hauling of excavated soils from, and import of new fill to, each TSP site. An estimated 12 workers would be used for the construction crew. Construction equipment used for the transmission line construction would include drilling rigs, front-end loaders, dump trucks, flat-bed delivery trucks, cranes, and concrete trucks.

Traffic-generating construction activities related to the removal of approximately ten TSPs along Coleman Avenue and Asbury Street, would consist of the daily arrival and departure of construction workers; trucks hauling equipment and materials to the site; and the hauling of excavated soils from, and import of new fill to, each TSP site. An estimated 12 workers would be used for the construction crew. Construction equipment used for the transmission line construction would include drilling rigs, front-end loaders, dump trucks, flat-bed delivery trucks, cranes, and concrete trucks.

Based on the estimated crew size, and assuming some overlap in construction activities at the work site, construction worker trips traveling to and from the work site are not anticipated to exceed 32 round trips. Accounting for the sequence –demolition and then construction of the power line – and the delivery of construction components (which would be shipped on demand to the project site throughout the construction period) as well as the removal of debris from the demolished warehouse, the total number of off-site construction truck trips would be approximately 20 round trips (40 one-way trips) per work day.

Coleman Avenue has four travel lanes, divided by a raised median. The pavement on the south side of the median is about 35 feet wide. The proposed construction zone width of about 20 feet would generally occupy the pavement and shoulder on the south side of the median, southbound traffic would transitioned to one lane. Northbound traffic would not be affected by the warehouse demolition or the power line relocation.

Chestnut Street and Asbury Streets are two-lane roadways with parking on both sides. Chestnut Street begins at its intersection with the Taylor Street underpass. Asbury Street begins at its intersection with Chestnut Street. The TSP construction zone of 20 feet would leave roughly 18 feet of pavement to provide one-way alternate traffic flow. On-street parking in the construction zone would be eliminated during the installation/removal period for the power line.

Due to PG&E's proposed scheduling of single lane closures during weekday off-peak hours and the use of temporary wood structures for holding the wires out of the roadway, the impact on traffic conditions on

Chestnut Street, Asbury Street, and Coleman Avenue would be minimal (Work Area Protection, 1996). During operation, no workers would be permanently located on the project site and a PG&E electrician would inspect the substation once a month (PG&E, 1997). Traffic impacts that would result from the construction would be minor and temporary, and maintenance of the transmission poles would not generate daily traffic from PG&E staff. Therefore, the project would have no net permanent increase to vehicle trips, and a less than significant impact on traffic congestion.

Comment to XV.c

The proposed project is located within the Airport Approach Zone. The transmission poles are assumed to be 80 feet in height, well below the 206 foot maximum height limit for the area (Santa Clara County Airport Land Use Commission, 1992). The project would not alter air traffic and therefore, would not have a significant impact on air traffic patterns.

Comment to XV.d

The project would not introduce unsafe design features or incompatible uses into the area. The physical and traffic characteristics of area roadways (e.g., traffic signal and stop-sign control, pedestrian crosswalks and crossing signals, and bicycle lanes) would not need to change to safely accommodate existing traffic. During the construction period, safety measures shall comply with the measures implemented under the Work Area Protection and Traffic Control Measures (April 1996), which would guide all construction work in the street rights-of-way. The project's effect on safety would be less than significant.

Comment to XV.e

The proposed system of access and egress for the rerouted transmission lines and demolition of the warehouse would adequately accommodate maintenance vehicles. Single lane closures for removal of the existing transmission poles on Coleman Avenue, Chestnut Street, and Asbury Street would be coordinated with the City of San Jose (Work Area Protection, 1996). No impacts related to emergency access would occur.

Comment to XV.f

The transmission lines would generate no long-term parking demand as no employees would work on the lines on a daily basis (PG&E, 1997). During the removal of the transmission lines on Coleman Avenue and Asbury Street, the proposed project would create limited new, temporary parking demand for construction workers and construction vehicles as the crew moves along the installation/removal alignment. As discussed, the project would not generate a substantial number of construction workers along the alignment; therefore, the number of parking spaces required would not be substantial. Construction along the alignment would temporarily displace existing on-street parking on Chestnut Street. However, given the proposed construction period, impacts to on-street parking would be relatively brief at any one location and less than significant.

Comment to XV.g

Sidewalks are located along portions of the power line route including Coleman Avenue, Asbury Street and Chestnut Street. The removal of approximately ten of transmission poles from the sidewalk on Coleman Avenue and Asbury Street would improve the clearance width. The erection of poles on Chestnut Street would reduce the width of the sidewalk, but would leave enough room to navigate around them. No modification to any bike facilities would occur with the removal or erection of the power line poles, but the construction would affect pedestrians and bicyclists. Pedestrian and bicycle safety measures shall comply with the measures implemented under the *Work Area Protection and Traffic Control Measures* (April 1996), which would guide all construction work in the street right-of-way.

The dismantling of transmission lines and lane closures on Coleman Avenue could slow bus movements for Route 304 operated by the Santa Clara Valley Transportation Authority. Route 304, which provides limited service between the Santa Teresa Light Rail Station and the Downtown Mountain View Transit Center, operates on Coleman Avenue.

The project would not conflict with adopted policies, plans, or programs supporting alternative transportation. Therefore, there would be a less than significant impact related to alternative transportation.

MITIGATION MEASURES

No mitigation is required.

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|--|---|---|--|---|-------------------------------------|--------------------------------|
| XVI. UTILITIES AND SERVICE SYSTEMS—Would the project: | | | | | | |
| a) | Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| b) | Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| c) | Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| d) | Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|---|--|---|--|---|-------------------------------------|--------------------------------|
| e) | Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| f) | Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| g) | Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |

FINDINGS

Comment to XVI.a

The project is limited to demolition of a vacant warehouse and the rerouting of a planned power line. Although dewatering would occur during construction and water may be discharged to the sanitary sewer system in accordance with a City permit, wastewater would not be generated by the project in the long term. Therefore, project implementation would not result in exceeding wastewater treatment requirements.

Comment to XVI.b-c

The proposed project would prepare the area for redevelopment, but does not propose any improvements that would create the need for additional facilities for water, wastewater or storm water drainage. The project would not impact existing facilities or result in the need for additional facilities.

Comment to XVI.d

During construction, the project would require a minor increase in water use that could be accommodated by existing water service, and would not have a substantial impact on local or regional water supplies. No additional water services would be needed in the long term. The proposed project does not require water entitlements; therefore, no impacts would occur.

Comment to XVI.e

The proposed project is limited to the building demolition and construction of TSPs for power distribution, and would not generate wastewater for treatment. Therefore, no adverse effects on the regional wastewater treatment facilities are anticipated.

Comment to XVI.f

Solid waste generation attributed to the project would result from demolition of the warehouse. The demolition of the warehouse would generate approximately 10,000 cubic yards of waste, most of which could be recycled since the structure consists primarily of concrete, a wood roof and steel structure beams. Recycling facilities and landfills in the project vicinity that could accommodate waste and recycled materials generated by the project include the Guadalupe Sanitary Landfill and Zanker Road Resource Recovery. The facilities have available capacity and have closure dates of 2010 and beyond. No long-term solid waste generation would be associated with the proposed project. The project would not affect solid waste disposal capacity in the region and would have a less than significant impact.

Comment to XVI.g

The contractor would be required to comply with all pertinent federal, state and local statutes and regulations regarding the disposal of solid waste generated by construction activities; therefore, no impacts would occur.

MITIGATION MEASURES

No mitigation is required.

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> | <i>Information Sources</i> |
|---|---|---|--|---|-------------------------------------|--------------------------------|
| XVII. MANDATORY FINDINGS OF SIGNIFICANCE | | | | | | |
| a) | Does the project have the potential to (1) degrade the quality of the environment, (2) substantially reduce the habitat of a fish or wildlife species, (3) cause a fish or wildlife population to drop below self-sustaining levels, (4) threaten to eliminate a plant or animal community, (5) reduce the number or restrict the range of a rare or endangered plant or animal or (6) eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| b) | Does the project have impacts that are individually limited, but cumulative considerable? ("Cumulative considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| c) | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |

FINDINGS**Comment to XVII.a-c**

The proposed project would have no impact on biological or cultural resources, and has no significant cumulative impacts. Implementation of the mitigation measures proposed throughout this Initial Study would reduce potential impacts to less than significant. Further, the project does not present significant environmental effects adverse to human beings, either directly or indirectly.

REFERENCES

1. Airport Land Use Commission of Santa Clara County, *Land Use Plan for Areas Surrounding Santa Clara County Airports*, September 1992.
2. Association of Bay Area Governments (ABAG). *Dam failure inundation areas, San Francisco Bay Region*, 1995.
3. ABAG, 2003. Association of Bay Area Governments (ABAG). *The San Francisco Bay Area – On Shaky Ground*, Supplement Report. Accessed online <http://www.abag.ca.gov/Bayarea/eqmaps/mapsba.html>. September 2003.
4. Bay Area Air Quality Management District (BAAQMD). *BAAQMD CEQA Guidelines Assessing the Air Quality Impacts of Projects and Plans*. December, 1999.
5. California Code of Regulations, Title 22, Division 4.5 “Environmental Health Standards for the Management of Hazardous Wastes,” Chapter 11, Article 3 (Characteristics of Hazardous Waste), Sections 66261.20-24.
6. California Department of Conservation, Farmland Mapping and Monitoring Program, Important Farmland Map, 2002.
7. California Environmental Protection Agency, *Hazardous Waste and Substances List*, 2001
8. California Joint Utility Traffic Control Committee, Work Area Protection and Traffic Control Measures. April, 1996.
9. California Public Utilities Commission, *PG&E FMC Substation Initial Study*, 1998.
10. California State Water Resources Control Board (SWRCB). *Final 2002 CWA Section 303(d) List of Water Quality Limited Segment*. Accessed online at <http://www.swrcb.ca.gov/tmdl/303dlists.html>, 2002.
11. California State Water Resources Control Board (SWRCB). *Industrial Activities Storm Water General Permit*. Accessed online at <http://www.swrcb.ca.gov/nps/prtecting.html>, 1997.
12. City of San Jose, *San Jose 2020 General Plan*, 1994, with incorporated revisions through June 2000.
13. Federal Aviation Administration (FAA) Federal Aviation Regulation, Part 77.
14. Federal Emergency Management Authority (FEMA), *ESRI and FEMA US Flood Hazard Areas*. Accessed online at <http://www.esri.com/hazards/makemap.html>.
15. Hart, E.W. 1997. *Fault-Rupture Hazard Zones in California: Alquist-Priolo Earthquake Fault Zoning Act of 1972 with Index to Earthquake Fault Zones*, California Geological Survey (formerly known as California Division of Mines and Geology), Special Publication 42, 1990, revised and updated.
16. Helley, E.J., and K.R. LaJoie, 1970. *Flatland deposits of the San Francisco Bay Region, California – tier geology and engineering properties, and their importance to comprehensive planning*. U.S. Geological Survey Professional Paper 943.

17. Jennings, C.W. Fault Activity Map of California and Adjacent Areas; California Division of Mines and Geology. Geologic Data Map No. 6, 1:750,000. 1994.
18. McCulley, Frick & Gilman, Inc. Environmental Site Assessment for the Union Pacific Railroad Company College Park Parcels 1 and 2, May, 1998.
19. National Institute for Occupational Safety and Health and Occupational Safety and Health Administration, *Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities*, October 1985.
20. Proponent's Environmental Assessment: Permit to Construct the FMC Substation Project, PG&E. November, 1997.
21. Santa Clara County Airport Land Use Commission, Land Use Plan for Areas Surrounding Santa Clara County Airports, September 1992.
22. Stinson, M. C., M. W. Manson, J. J. Plappert, and others, Mineral Land Classification: Aggregate Materials in the San Francisco-Monterey Bay Area, Part II, Classification of Aggregate Resource Areas South San Francisco Bay Production-Consumption Region, California Division of Mines and Geology Special Report 146, 1982.
23. United States Environmental Protection Agency, <http://www.epa.nsw.gov.au/leadsafe/health.htm>, accessed September 25, 2003.
24. United States Geological Survey (USGS), *7.5-Minute Topographical Map, San Jose West, California. 1961, Photo Revised 1980.*

REPORT PREPARERS

LEAD AGENCY

City of San Jose, Santa Clara County
Akoni Danielsen, Principal Planner

ENVIRONMENTAL CONSULTANT

Environmental Science Associates